

## **Appendix D**

### **Non-Standard Feature Justification**



NON-STANDARD FEATURE JUSTIFICATION (in accordance with <a href="#">HDM §2.8</a> )			
PIN:	1721.51	NHS (Y/N):	Yes
Route No. & Name:	I-87	Functional Class:	Urban - Principal Arterial Interstate
Project Type:	Reconstruction	Design Class:	Interstate
% Trucks:	8%	Terrain:	Level
ADT:	122,000	Truck Access/Qualifying Hwy.	Yes
<b>a. - Description of Non-Standard Feature</b>			
Type of Feature:	Level of Service		
Location:	Exit 2 to Exit 5		
Standard Value:	LOS D	Design Speed:	55 mph posted
Existing Value:	LOS F	Recommended Speed:	
Proposed Value:	LOS E	Recommended Speed:	
<b>b. - Accident Analysis</b>			
Current Accident Rate:	0.87 acc/mvm		
Statewide Rate:	1.10 acc/mvm		
Is the non-standard feature a contributing factor?	Yes		
Anticipated Accident Rates, Severity, and Costs:	The proposed project includes modification of the existing ramp junctions to provide additional capacity. This results in traffic forecasts that estimate potentially higher traffic volumes on I-87 within the project area. Though increased traffic could result in a higher occurrence of accidents, with the project related improvements, the accident rate is not anticipated to increase as a result of the proposed project.		
<b>c. - Cost Estimates</b>			
Cost to Fully Meet Standards:	\$53.3 M + wetland impacts and ROW for wetland mitigation		
Cost(s) For Incremental Improvements:	N/A		
<b>d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):</b>			
	Additional mainline lane on I-87 Northbound from Exit 1 to north of Exit 7 and on I-87 Southbound from Exit 6 to Exit 1.		
<b>e. - Compatibility with Adjacent Segments &amp; Future Plans:</b>			
	Retaining the existing mainline cross-section within the project area is consistent with adjacent mainline segments. Regional Planning Group has confirmed that there are no plans to reconstruct or widen I-87 within the project area or adjacent segments of the highway in the foreseeable future.		
<b>f. - Other Factors (e.g., Social, Economic &amp; Environmental):</b>			
	Constructing a fourth mainline lane (northbound and southbound) on I-87 would require full-depth construction and potential impacts to adjacent wetlands and wooded areas. It would also require reconstruction of ramp tie-ins at each interchange within the widened mainline segments.		
<b>g. - Proposed Treatment (i.e., Recommendation):</b>			
	The existing ramp mainline cross-section will generally be maintained as three lanes (except where modified for ramp junctions).		

